



12,  
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## Planning Commission Staff Report

**TO:** PLANNING COMMISSION

**FROM:** AMY TEMES, SENIOR PLANNER  
(480) 503-6729, AMY.TEMES@GILBERTAZ.GOV

**THROUGH:** CATHERINE LORBEER, AICP, PRINCIPAL PLANNER  
480-503-6016, CATHERINE.LORBEER@GILBERTAZ.GOV

**MEETING DATE:** JUNE 4, 2014

**SUBJECT:**

- A. GP14-06, PARCELS 10 AND 17 AT COOLEY STATION: REQUEST FOR MINOR GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE CLASSIFICATION OF APPROXIMATELY 114.74 ACRES OF REAL PROPERTY GENERALLY LOCATED SOUTHEAST OF THE SOUTHEAST CORNER OF RECKER AND WILLIAMS FIELD ROADS FROM 8.47 ACRES OF RESIDENTIAL > 8-14 DU/AC AND 106.27 ACRES OF RESIDENTIAL > 5-8 DU/AC LAND USE CLASSIFICATIONS TO 112.74 ACRES OF RESIDENTIAL > 3.5-5 DU/AC LAND USE CLASSIFICATION AND 2.04 ACRES OF NEIGHBORHOOD COMMERCIAL (NC) LAND USE CLASSIFICATION; AND**
- B. Z14-11, PARCELS 10 AND 17 AT COOLEY STATION: REQUEST TO AMEND ORDINANCE NOS. 1900, 2179, 2195, 2304, 2413, 2425, 2443, 2473 AND 2485 AND REZONE APPROXIMATELY 114.74 ACRES OF SINGLE FAMILY - DETACHED (SF-D) WITH A PLANNED AREA DEVELOPMENT OVERLAY ZONING DISTRICT TO APPROXIMATELY 112.7 ACRES OF SINGLE FAMILY - DETACHED (SF-D) AND 2.04 ACRES OF NEIGHBORHOOD COMMERCIAL (NC) ZONING DISTRICTS, ALL WITH A PLANNED AREA DEVELOPMENT OVERLAY ZONING DISTRICT.**

**STRATEGIC INITIATIVE:**

Community Livability

To add residential product diversity and a true neo traditional neighborhood within the 775 acre Cooley Station Planned Area Development.

**RECOMMENDED MOTION**

- A. MOVE TO RECOMMEND TO TOWN COUNCIL APPROVAL OF GP14-06, PARCELS 10 AND 17 AT COOLEY STATION, A MINOR GENERAL PLAN AMENDMENT; AND**
- B. FOR THE REASONS SET FORTH IN THE STAFF REPORT, MOVE TO RECOMMEND APPROVAL TO THE TOWN COUNCIL FOR Z14-11, PARCELS 10 AND 17 AT COOLEY STATION, AS REQUESTED, SUBJECT TO THE CONDITIONS LISTED IN THE STAFF REPORT.**

**APPLICANT/OWNER**

Company:	Burch & Cracchiolo, P.A.	Company:	Cooley Black Canyon LLC, et al.
Name:	Brennan Ray	Name:	Norm Nicholls
Address:	702 E. Osborn Rd, #100 Phoenix, AZ 85014	Address:	9140 S. Kyrene Rd Tempe, AZ 85284
Phone:	602-234-8794	Phone:	480-753-6789
Email:	bray@bcattorneys.com	Email:	nnicholls@fultonhomes.com

**History**

Date	Description
<i>December 19, 2006</i>	Town Council adopted Annexation No. A05-03, Ordinance No. 1878.
<i>March 6, 2007</i>	The Town Council adopted Ordinance No. 1900 in case Z06-74 to rezone approximately 302 acres for the Cooley Station PAD.
<i>June 24, 2008</i>	The Town Council adopted Ordinance No. 2179 in case Z07-117 approving an amendment to approximately 300 acres in the Cooley Station PAD to revise several conditions of Ordinance No. 1900 in zoning case Z06-74, modifying development standards for building and landscape setbacks, and revising the street exhibits.
<i>August 5, 2008</i>	The Town Council approved Ordinance No. 2195 in case Z07-99, rezoning approximately 198 acres to Single Family Detached (SF-D) and 41 acres of Public Facilities/ Institutional (PF/I) creating the Cooley Station Residential-2 PAD.
<i>October 7, 2010</i>	The Town Council adopted Ordinance No. 2304 amending approximately 97 acres of the Cooley Station PAD, adding exhibits and development standards for Parcel 11 (Heritage at Cooley Station).

<b>Date</b>	<b>Description</b>
<i>January 17, 2013</i>	Town Council approved Resolution No. 3148 for GP12-07 and Ordinance No. 2413 for Z12-20 to rezone Parcel 16 of Cooley Station for a charter school subject to the conditions.
<i>May 2, 2013</i>	The Town Council adopted Ordinance No. 2525 in rezoning case Z12-26 and rezoned approximately 35 acres for a Single Family Detached (SF-D) and Multi-Family Medium (MF-M) development in the Cooley Station (Parcels 12 and 13) for Fincher Fields residential development.
<i>September 5, 2013</i>	The Town Council adopted Ordinance No. 2443 in rezoning case Z13-16 amending the development plan and the development standards for Parcel 15 (Fulton Homes).
<i>November 21, 2013</i>	The Town Council approved a technical correction to Ordinance No. 2443 for rezoning case Z13-16.
<i>February 5, 2014</i>	Town Council adopted Ordinance No. 2473 and approved Z13-32, Ashley Ward in Cooley Station on Parcel 1A.
<i>April 17, 2014</i>	Town Council adopted Ordinance No. 2485, case Z13-37, the Bungalows at Cooley Station creating a new parcel 1B in the Cooley Station PAD and adding a street section detail for residential alleys for 24 acres.
<i>May 7, 2014</i>	Planning Commission heard GP14-06 and Z14-11 at Study Session.

### **Overview**

Cooley Station is a 775-acre master planned community with a mixed use village center that enjoys scenic views of the surrounding mountains, close proximity to ASU East, Phoenix Mesa Gateway Airport, the Santan Mall and the Loop 202. Cooley Station is planned to contain approximately 5,800 units with an overall average density of 7.5 DU/ Acre. The project has been planned as a neo-traditional community; a place to live, work, and play for all socio and economic segments of the population.

The primary design characteristics of a neo traditional neighborhood development include: traditional village/neighborhood design concepts focusing on pedestrian-centered neighborhoods with primary social and economic facilities within a five-minute walk, a mixture of land uses adjacent to and within neighborhoods, centrally located parks/squares, street oriented homes with porches, stoops and courtyards, alley loaded garages or detached garages, accessory structures, home offices, pedestrian/ bicycle/ transit-oriented design, and integrated residential, commercial, employment, schools, places of worship, and parks with rail and bus transit, bikeways, and pedestrian paths.

Cooley Station is a significant PAD within the Town of Gilbert and will have long term, annual economic and fiscal benefits. As Cooley Station has developed, it has become apparent to the developer that the project is missing a housing component that will allow the residents of the community to transition between neighborhoods/housing products as their lifestyles change through the years. Development of townhomes, multi-family, patio homes and zero lot products continues, but the option for a traditional single family, medium density neighborhood is missing. A traditional neighborhood, designed in the neo traditional style, can have similar

residential population (larger families and mixed generational living) as the smaller lot alternatives currently designated for the project site and under construction north of Williams Field Road.

It is not the objective of the developer to drastically decrease the General Plan density for Cooley Station. The goal is to provide a stronger, more diversified residential base within the PAD community. By allowing for residential product diversity within Cooley Station, the build-out will occur sooner with less competition between the products currently under construction. The applicant/developer is requesting a Minor General Plan amendment, rezoning and preliminary plat for 114.7 acres of land located in the southeast corner of Cooley Station, south of the village center to accommodate a neo traditional neighborhood.

**Surrounding Land Use & Zoning Designations:**

	<b>Existing Land Use Classification</b>	<b>Existing Zoning</b>
North	General Office and Shopping Center	General Office and Shopping Center
South	Utility/Transportation Corridor	Public Facility/Institutional
East	Utility/Transportation Corridor	Public Facility/Institutional
West	Public Facility/Institutional	Public Facility/Institutional
Site	Residential > 5 – 8 DU/Acres	Single Family - Detached

**General Plan**

The General Plan amendment requests to change 8.47 acres of Residential > 8 - 14 DU/Acre and 106.27 acres of Residential > 5 – 8 Du/Acre land use classification to 112.7 acres of Residential > 3.5 – 5 DU/Acres and 2.04 acres of Neighborhood Commercial land use classification. A majority of the reduction in density constitutes one land use classification lower than what is currently approved. The reduction in density equals approximately 146.5 units.

**Compliance with the General Plan**

The applicant has provided the following documentation as to the request’s compliance to the General Plan:

*Land Use and Growth Areas, Policy 1.1—Maintain a balance of housing types and provide a variety of employment opportunities with easily accessible retail and service uses.* Fulton Homes’ requests will continue to maintain and provide a variety of housing types within Cooley Station and the surrounding area consistent with neo-traditional principles, including alley-loaded housing product on approximately one-half of the lots. Additional and diverse housing choices within the immediate area will provide support to the planned commercial developments and employment opportunities within Cooley Station.

*Land Use and Growth Areas, Policy 1.2—Create neighborhoods with an identity that complement the Town’s heritage and connect to the broader community.* Fulton Homes’ proposed development is designed as a series of neighborhoods, each with their own identity, yet collectively a unique community planned to be functionally efficient and create a distinct experience for residents. Fulton Homes’ requests will create its own identity and complement the design and theming, visually, aesthetically, and materially, of Cooley Station and the future

development in the area through the use of landscaping, entry features, amenities, and theme walls that will be presented to the Town's Design Review Board.

***Land Use and Growth Areas, Policy 1.3***—Encourage residential development that allows for a diversity of housing types for all age groups and is accessible to a range of income levels. Allowing the General Plan to be amended and the site to be rezoned to SF-D with PAD Overlay will provide additional and diverse housing product within Cooley Station and the immediate area, with Fulton Homes providing a mix of 50-foot wide (alley-loaded), 60-foot wide, and 70-foot wide lots as an alternative to the proposed lots within Cooley Station that are much smaller (SF-D, 3,000 sq. ft. min.). The alley loaded product will complement the other homes proposed for this community. Fulton Homes' proposed land use, subdivision layout, and future housing product will be compatible with the immediate area and the Cooley Station community as a whole.

***Land Use and Growth Areas, Policy 1.6***—Encourage new residential developments to provide pedestrian linkages to parks, schools, and other appropriate public facilities. ***Circulation, Policy 3.1***—Encourage new development to establish pedestrian, equestrian, multi-use and/or bike paths consistent with the development's theme. ***Circulation, Policy 3.2***—Connect neighborhoods, school sites, activity centers and recreational sites with sidewalks, trails, and bikeways. As is shown on the Landscape Plan and the exhibits that will be presented to the Design Review Board, inter-mingling the different lot sizes creates additional opportunities for pedestrian interaction that are not typically found in traditional neighborhoods. Residents will be provided direct, convenient, and safe access to four proposed amenity areas, including an aquatic center. The aquatic center and other amenity areas have been strategically located throughout the site within a reasonable distance to the homes, providing residents with the opportunity to walk or bike to these areas.

***Land Use and Growth Areas, Policy 4.1***—Provide an adequate supply of appropriately zoned land to accommodate a variety of future housing needs. Fulton Homes' requests provide appropriately planned and zoned land to accommodate the future needs of homebuyers in an evolving housing market. The proposed changes to the site will provide support to the planned and future commercial developments and employment centers in the area and will allow Fulton Homes to provide additional high-quality homes and an attractive presence within Cooley Station and the Town.

***Community Design, Policy 2.5***—Maintain an open feel in new developments by strategically placing open space for visual relief, active uses, buffering, and entry accents.

As is shown on the Landscape Plan and more detailed landscaping plans that will be presented to the Town's Design Review Board, careful planning has gone in to strategically locating landscaped open spaces around and within the site and in tracts along the Cooley Loop Road, creating a visually pleasing environment for future residents and passers-by. The landscaped open space areas will allow for active and passive uses and serve as a buffer to the surrounding developments.

***Community Design, Policy 3.2***—Encourage builders to provide diverse house designs in new and infill developments by providing distinct house plans with elevation options that offer

*architectural articulation and thematic features on all sides of the houses.* Incorporating neo-traditional principles, Fulton Homes is designing three different housing product lines for the site, including an alley-loaded product that will be constructed on the 50 ft. wide lots. The housing plans and elevations that will be presented to the Town's Design Review Board will be distinct, provide architectural articulation, thematic features, four-sided architecture, and include neo-traditional elements.

***Community Design, Policy 3.4—Encourage use of traffic calming devices and techniques in designing neighborhoods to discourage cut-through traffic, slow vehicle speeds, and create streets that are comfortable to navigate for pedestrians, bicyclists, and vehicles.*** As shown on the Landscape Plan (Exhibit 2) the site's layout provides natural traffic calming measures through curved streets and short block lengths terminating at focal open space areas, creating diverse street scenes throughout the community, and providing safe visibility and interaction between vehicles and pedestrians.

***Community Design, Policy 3.5—Encourage developers to avoid the predominance of garages by providing mitigation measures such as: placing garages considerably recessed from the front plane of the house, designing side entry or tandem garages, or integrating their design into the architectural style of the house.*** As will be shown on the housing elevations and floor plans that will be presented to the Design Review Board, approximately one-half of the proposed homes will be an alley-loaded product, which eliminates the visibility of garages from the public streets. For the remaining homes, Fulton Homes intends to provide a range of façade treatments that enhance the aesthetics of the front entry, while minimizing the visual prominence of the garage. The site is also located within the Gateway Character Area of the General Plan and meets many of the goals and policies the Gateway Character Area as follows:

*Create high quality traditional residential neighborhoods throughout the Gateway area, with safe and convenient circulation, open space and recreational opportunities and pedestrian network.* Consistent with the high quality established by Fulton Homes throughout its other communities in the southeast Valley and elsewhere, the proposed development in Cooley Station will be a high quality community that will become an asset in the area. As shown on the Landscape Plan, the subdivision layout provides safe and convenient circulation, multiple open space and recreational opportunities, and connections between the different neighborhoods.

*Encourage development of a range of housing types and densities with orderly development patterns.* Fulton Homes' development plans for the site include a range of housing types and densities. Fulton Homes is requesting approval for a mix of lots sizes (widths of 50's, 60's, and 70's) and housing product (alley-loaded and traditional forward facing garages), architecture, elevations, colors, and materials. Within Cooley Station, Fulton Homes' proposal provides additional housing choices that benefit the overall development of Cooley Station.

## **Rezoning**

For the greater part of the project, the base zoning district of Single Family – Detached (SF – D) for 112.7 acres is not changing. The property is currently zoned SF-D, therefore, only development standards are proposed to be modified.

Only 2.41 acres is changing to Neighborhood Commercial (NC) to accommodate a school expansion. If the school expansion does not occur, then the property could be developed as a day care, a church, offices, or any other use allowed within the NC zoning category that would not require arterial frontage and is compatible within a neighborhood. As discussed at study session, Neighborhood Commercial (NC) zoning was created for compatibility with residential uses, regardless of whether the adjacent school owns the property or not. There are other NC zoning districts on collector roads within the Town and neo traditional design calls for uses that are allowed within NC to be within/integrated into the neighborhood.

The residential portion of the property is zoned SF-D. The applicant only wishes to modify (in most cases increasing) the development standards to ensure the development as designed for the neo traditional concept and the piece mind for the purchaser. Whether the zoning is SF-D, SF-6 or any other single family designation, the development table would be the same. SF-6 would allow bed and breakfast, quest quarters, secondary dwelling units schools and shelter care facilities where as SF-D does not. The Development Plan is being designed with the preliminary plat and the standard plans. This project is very detailed and very specific because of the unique concept.

The open space is centrally located with community amenities that draw people and promote interaction. There is a community pool and play areas spread throughout. The parks connect to the wide streetscape leading to the village center to the north or the local school to the southwest.

The development plan has three lot sizes shown interspersed throughout the neighborhood (6,000 sf, 7,680 sf and 9,450 sf) creating a diverse streetscape with a mix of alley loaded and front loaded product. In no case are front loaded lots on both sides of the street, ensuring a true pedestrian friendly environment with porches, balconies, stoops and courtyards. The alley loaded product will have standard driveways off of oversized alleys per the previously approved Cooley Station street cross-sections. Oversized alleys allow for weekly trash and monthly over-size pick-up along the alley for each lot.

The applicant is also asking to modify the LDC requirement for single story homes adjacent to non-residential uses. The site is adjacent to the shopping in the village center, the East Maricopa Floodway/Basin, the Southern Pacific railroad tracks/Higley High ballfields and the unlit outdoor ball fields of an elementary school. In addition, along the north side of the railroad tracks there is a 50' gas line easement that cannot be constructed on within the project site. The homes will be setback a minimum of 150' from the railroad tracks with views of Higley High School and Santan Mountain. Staff has no objection to 2 story houses within a neo traditional dense environment facing shopping or public facilities.

The development modifications are listed below in **Bold**:

Site Development	LDC SF - D	Proposed SF – D PAD		
Minimum Lot Size, sq. ft.	3,000	<b>6,000</b>	<b>7,680</b>	<b>9,450</b>
Minimum Lot Dimensions	N/A	<b>50 ft x 120 ft</b>	<b>60 ft x 128 ft</b>	<b>70 ft x 135 ft</b>
Min Front Yard Setback	10 ft	<b>10 ft</b>	<b>12 ft</b>	<b>15 ft</b>
Minimum Side Yard Setback	0 ft or 5 ft	<b>5 ft and 5 ft</b>	<b>5 ft and 10 ft</b>	<b>5 ft and 10 ft</b>
Minimum Rear Yard Setback	10 ft	<b>5 ft</b>	<b>20 ft</b>	<b>25 ft</b>
Maximum Height	36 ft / 3 story	<b>30 ft / 2 story</b>	<b>30 ft / 2 story</b>	<b>30 ft / 2 story</b>

**\*\* Homes adjacent to MF/L, MF/M and all non-residential categories shall not be limited to 1 story in height.**

### **PUBLIC NOTIFICATION AND INPUT**

A notice of public hearing was published in a newspaper of general circulation in the Town, and an official notice was posted in all the required public places within the Town.

Staff has received no comment from the public.

### **School District**

The Higley School District has not commented.

### **Union Pacific Railroad**

The railroad has responded with a letter asking for a 6' wall along the railroad boundary. The applicant has complied and provided a 6' solid wall on the preliminary plat and open space plans, S14-05. In addition, the railroad asked for notification to new homeowners regarding the railroad hours or operation, noise and vibration. Staff has requested that the applicant comply with this request.

### **PROPOSITION 207**

An agreement to "Waive Claims for Diminution in Value" Pursuant to A.R.S. § 12-1134 was signed by the landowners of the subject site, in conformance with Section 5.201 of the Town of Gilbert Land Development Code. This waiver is located in the case file.

### **REASONS FOR THE RECOMMENDATION**

1. The proposed zoning amendment conforms to the General Plan as amended, any applicable Specific Area Plan, neighborhood, or other plan and any overlay zoning district.
2. All required public notice has been conducted in accordance with applicable state and local laws.
3. All required public meetings and hearings have been held in accordance with applicable state and local laws.



4. The proposed rezoning supports the Town’s strategic initiative for Community Livability. It supports the motto “Gilbert: Clean, Safe, Vibrant.”

**STAFF RECOMMENDATION**

- A. Recommend to the Town Council approval of GP14-06, to change the land use classification of approximately 114.74 acres of real property generally located southeast of the southeast corner of Recker and Williams Field Roads from 8.47 acres of Residential > 8-14 DU/Acre, and 106.27 acres of Residential > 5-8 DU/Acre land use classification to 112.74 acres of Residential > 5-8 land use classification and 2.04 acres of Neighborhood Commercial (NC); and
- B. For the following reasons: the development proposal conforms to the intent of the General Plan and can be appropriately coordinated with existing and planned development of the surrounding areas, and all required public notice and meetings have been held, the Planning Commission moves to recommend approval to the Town Council for Z14-11 rezoning of approximately 114.74 acres of real property within Parcels 10 and 17 of Cooley Station Planned Area Development (PAD) and generally located southeast of the southeast corner of Recker and Williams Field Roads from approximately 114.74 acres of Single Family - Detached (SF-D) to 112.7 acres of Single family – Detached (SF-D) and 2.04 acres of Neighborhood Commercial (NC) with a Planned Area Development (PAD) overlay zoning district, subject to the following conditions:
1. The Project shall be developed in conformance with the Town’s zoning requirements for the Multi-Family Low (MF/L), Multi-Family/Medium (MF/M), Single Family – Detached (SF-D), General Office (GO) and Shopping Center (SC) zoning districts and all development shall comply with the Town of Gilbert Land Development Code except as modified by the following:

SITE DEVELOPMENT MODIFICATIONS	PARCELS 10 AND 17 SF – D		
	AREA A	AREA B	AREA C
MINIMUM LOT SIZE	6,000 LOT	7,680 LOT	9,450 LOT
MINIMUM LOT DIMENSIONS	50 FT X 120 FT	60 FT X 128 FT	70 FT X 135 FT
MIN FRONT YARD SETBACK	10 FT	12 FT	15 FT
MINIMUM SIDE YARD SETBACK	5 FT AND 5 FT	5 FT AND 10 FT	5FT AND 10 FT
MINIMUM REAR YARD SETBACK	5 FT	20 FT	25 FT
MAXIMUM HEIGHT**	30 FT / 2 STORY	30 FT / 2 STORY	30 FT / 2 STORY

NOTE\*\* HOMES ADJACENT TO MF/L, MF/M AND ALL NON-RESIDENTIAL CATEGORIES SHALL NOT BE LIMITED

2. Fulton Homes shall disclose to the public on the final plat , including new homeowners, the daytime and nighttime noise levels naturally occurring with Union Pacific's long-standing freight rail services, as well as the pre-existing and predictably-occurring vibrations.

Respectfully submitted,



Amy Temes  
Senior Planner

**Attachments:**

- Attachment 1: Notice of Public Hearing
- Attachment 2: Aerial Photo
- Attachment 3: Zoning Map
- Attachment 4: Development Plan for Cooley Station
- Attachment 5: Street Section Keysheet for Cooley Station
- Attachment 6: Street Sections for Cooley Station
- Attachment 7: Open Space and Circulation Plan for Cooley Station
- Attachment 8: Minutes from a Planning Commission Study Session
- Attachment 9: Letter from Union Pacific Railroad

**Notice of Public Hearing****PLANNING COMMISSION DATE:**

Wednesday, June 11, 2014 \* TIME: 6:00 PM

**TOWN COUNCIL DATE:**

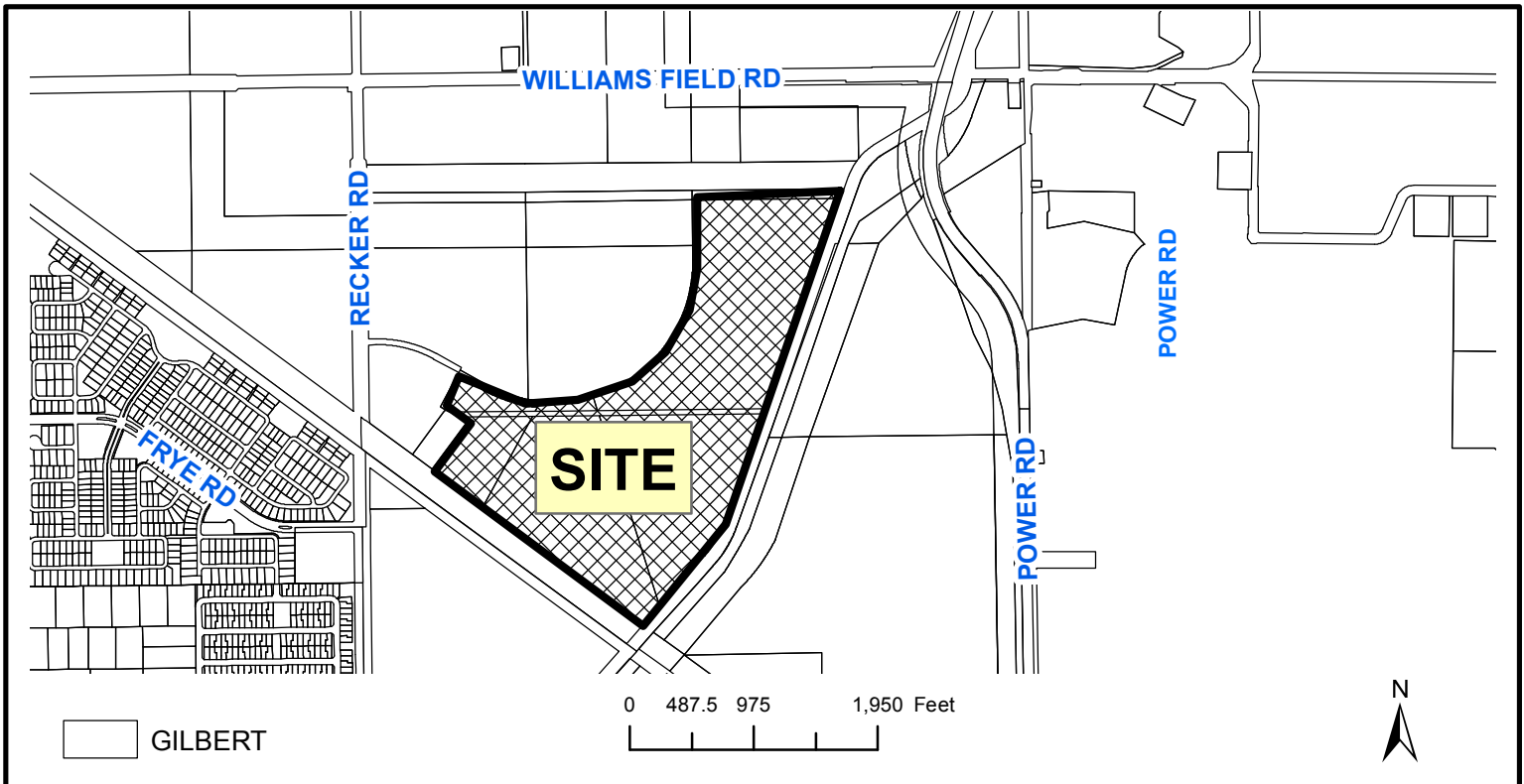
Thursday, June 26, 2014\* TIME: 7:00 PM

**LOCATION: Gilbert Municipal Center, Council Chambers****50 E. Civic Center Drive****\* Call Planning Department to verify date and time: (480) 503-6700****REQUESTED ACTION:**

GP14-06: Parcels 10 & 17 of Cooley Station: Request for Minor General Plan Amendment to change the land use classifications of approximately 114.74 acres of real property generally located southeast of the southeast corner of Recker and Williams Field Roads from 8.47 acres of Residential >8-14 DU/AC, and 106.27 acres of Residential >5-8 DU/AC land use classifications to 112.74 acres of Residential >3.5-5 DU/AC land use classification and 2.04 acres of Neighborhood Commercial (NC) land use classification, as shown on the exhibit which is available for viewing in the Planning and Development Services Office. The effect of this amendment will be to change the plan of development for the property to allow a decrease in density.

Z14-11: Parcels 10 & 17 of Cooley Station: Request to amend Ordinances No.1900, 2179, 2195, 2304, 2413, 2425, 2443, 2473 and 2485 and rezone approximately 114.74 acres of real property within the Cooley Station Planned Area Development (PAD) and generally located southeast of Recker and Williams Field Roads from approximately 114.74 acres of Single Family - Detached (SF-D), with a Planned Area Development overlay zoning district to approximately 112.7 acres of Single Family - Detached (SF-D) and 2.04 acres of Neighborhood Commercial (NC) zoning districts, all with a Planned Area Development overlay zoning district as shown on the exhibit (map), which is available for viewing in the Planning and Development Services Office, and to amend conditions of development in the Cooley Station Planned Area Development (PAD) as follows: Amend the Development Standard for Parcels 10 & 17 to increase lot sizes, increase front, side and rear setbacks, decrease height and to allow for two story homes adjacent to multi-family and non-residential zoning districts. The effect of the rezoning will be to decrease density by providing for larger lots with increased setbacks.

\* The application is available for public review at the Town of Gilbert Development Services division Monday - Thursday 7 a.m. - 6 p.m.

**SITE LOCATION:**

**APPLICANT: Burch & Cracchiolo, PA**  
**CONTACT: Brennan Ray**  
**ADDRESS: 702 E. Osborn Road, Suite 200**  
**Phoenix, AZ 85014**

**TELEPHONE: (602) 234-8794**  
**E-MAIL: bray@bcattorneys.com**





2045 S  
Mesa, AZ  
T-480.5  
W.W.



Cooley Station  
Gilbert, AZ  
**AERIAL**

Project:

Revisions:




Designer:  
Drawn by:

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
**13-262**

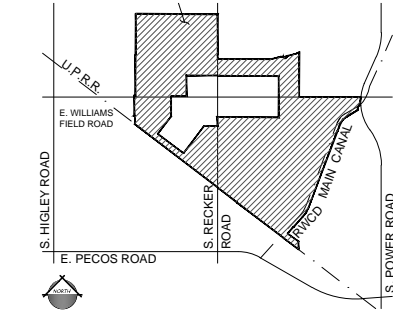
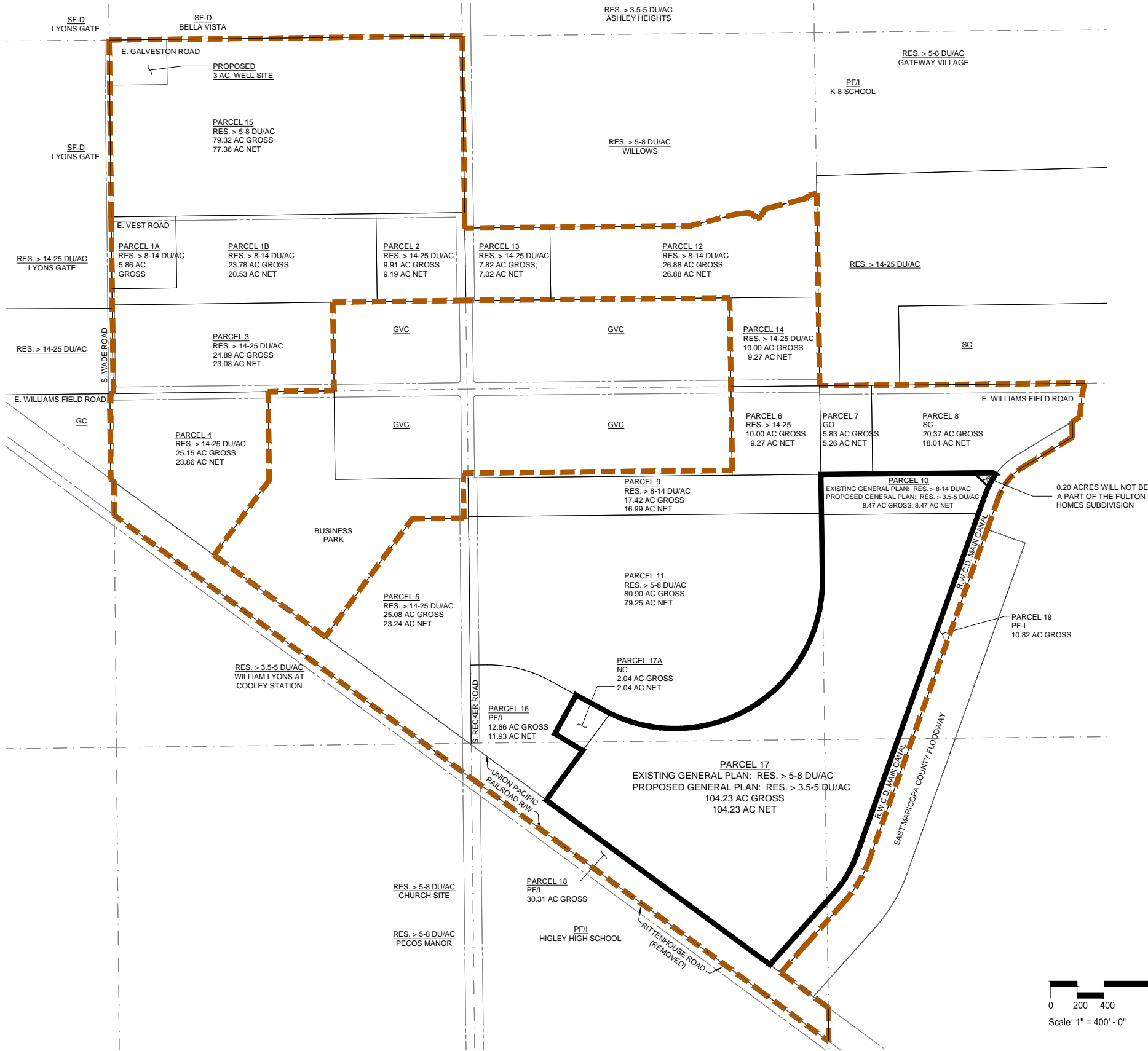
**AERIAL**

Sheet No.



# GENERAL PLAN EXHIBIT FOR COOLEY STATION RESIDENTIAL, OFFICE AND SHOPPING CENTER AND RESIDENTIAL 2 PADs PARCELS 10 & 17

GP14-06 and Z14-11 Parcel 10 & 17  
at Cooley Station  
Attachment 3 - General Plan Map



PROJECT TEAM

**LANDOWNER:**  
POCO RANCH, INC.  
17407 E. RAY ROAD  
HIGLEY, AZ 85236  
TEL: (480)-988-3059  
CONTACT: JEFF COOLEY

**DEVELOPER (PARCELS 10 & 17):**  
FULTON HOMES  
9140 S. KYRENE ROAD, SUITE 202  
TEMPE, AZ 85284  
TEL: (480)-753-6789  
FAX: (480)-753-5554  
CONTACT: NORM NICHOLLS

**CONSULTANT:**  
EPS GROUP, INC.  
2045 S. VINEYARD, SUITE 101  
MESA, AZ 85210  
TEL: (480)-503-2250  
FAX: (480)-503-2258  
CONTACT: JOSH HANNON

**LAND USE ATTORNEY:**  
BURCH & CRACCHIOLO  
702 E. OSBORN ROAD, SUITE 200  
PHOENIX, AZ 85014  
TEL: (602)-234-8794  
FAX: (602)-850-9794  
CONTACT: BRENNAN RAY

PROJECT DATA

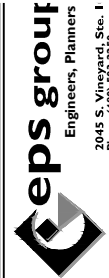
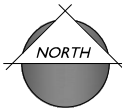
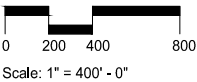
PARCEL	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN	AREA
10	RES. > 8-14 DU/AC	RES. > 3.5-5 DU/AC	8.47 AC. (7%)
17	RES. > 5-8 DU/AC	RES. > 3.5-5 DU/AC	104.23 AC. (91%)
17A	RES. > 5-8 DU/AC	NC	2.04 AC. (2%)
TOTAL:			114.7 AC. (100%)

LEGEND

- PAD DEVELOPMENT BOUNDARY
- PARCEL BOUNDARY
- PARCEL BOUNDARY CHANGE

TOWN OF GILBERT CASE NO.

Case # \_\_\_\_\_  
Planning Commission Meeting: \_\_\_\_\_  
Town Council Meeting: \_\_\_\_\_



Project: **COOLEY STATION RES., O., & SC & RES. 2 PADs**  
Gilbert, Arizona  
**GENERAL PLAN**

Revisions:

March 2015	Pre-Application Zoning Submittal
April 2014	Zoning 1st Submittal
May 2011	Zoning 2nd Submittal

Call at least two full working days before the meeting.



Designer: **STAFF**  
Drawn by: **STAFF**

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
**13-262**

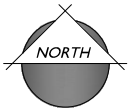
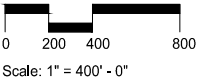
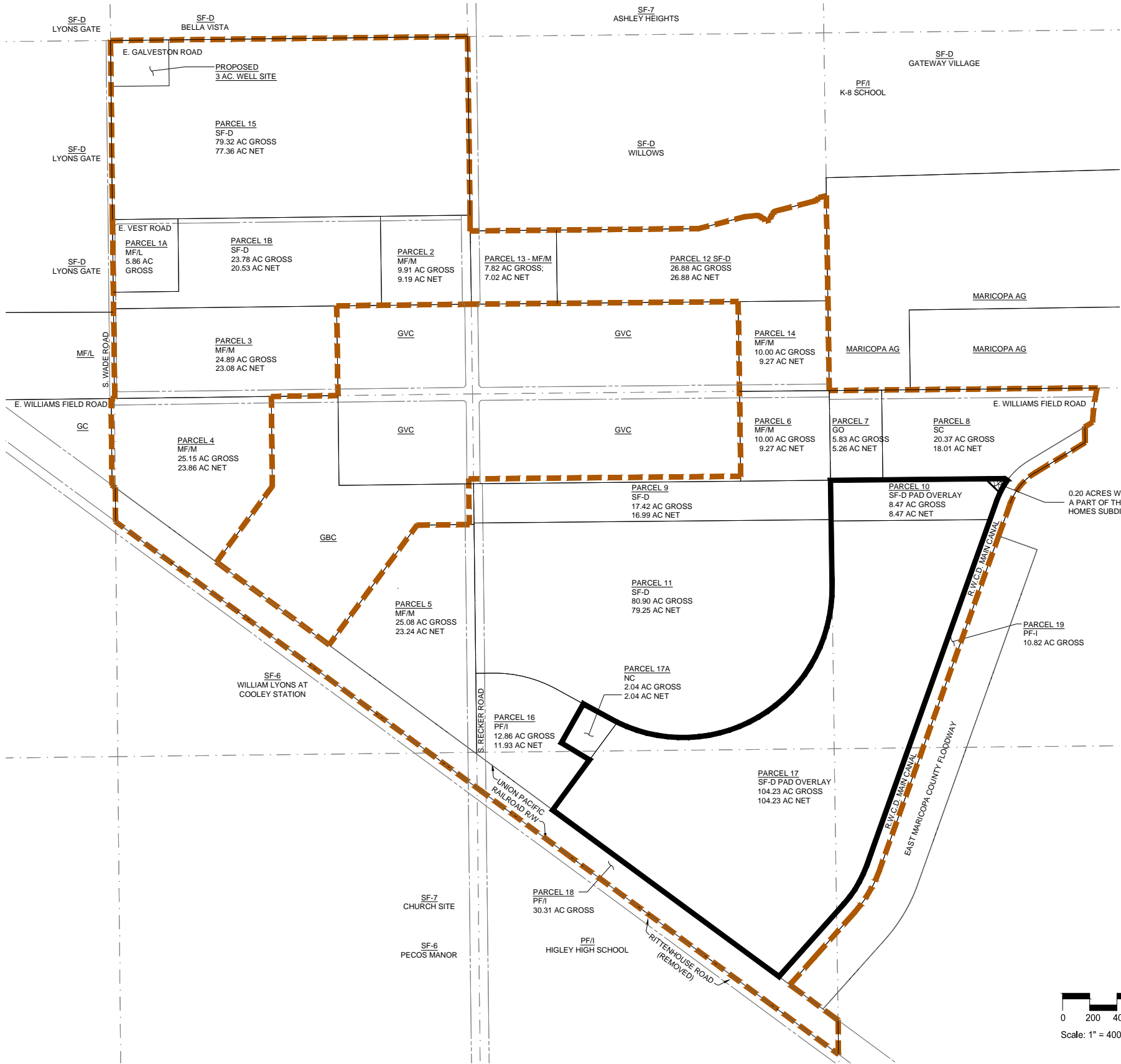
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**1 of 6**

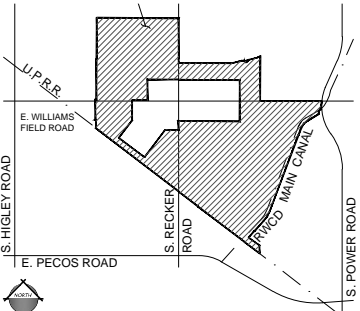
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13-262

ZONING EXHIBIT  
FOR  
COOLEY STATION RESIDENTIAL, OFFICE AND SHOPPING  
CENTER AND RESIDENTIAL 2 PADs PARCELS 10 & 17



GP14-06 and Z14-11 Parcel 10 & 17  
at Cooley Station  
Attachment 4: Zoning Map



PROJECT TEAM

LANDOWNER:  
POCO RANCH, INC.  
17407 E. RAY ROAD  
HIGLEY, AZ 85236  
TEL: (480)-988-3059  
CONTACT: JEFF COOLEY

DEVELOPER (PARCELS 10 & 17):  
FULTON HOMES  
9140 S. KYRENE ROAD, SUITE 202  
TEMPE, AZ 85284  
TEL: (480)-753-6789  
FAX: (480)-753-5554  
CONTACT: NORM NICHOLLS

CONSULTANT:  
EPS GROUP, INC.  
2045 S. VINEYARD, SUITE 101  
MESA, AZ 85210  
TEL: (480)-503-2250  
FAX: (480)-503-2258  
CONTACT: JOSH HANNON

LAND USE ATTORNEY:  
BURCH & CRACCHIOLO  
702 E. OSBORN ROAD, SUITE 200  
PHOENIX, AZ 85014  
TEL: (602)-234-8794  
FAX: (602)-850-9794  
CONTACT: BRENNAN RAY

PROJECT DATA

RELATED ORDINANCE NOS. ORD. NOS. 1900, 2179, 2195,  
2304 AS AMENDED BY ORD NO. 2413  
541.94

TOTAL GROSS AREA:

PARCEL	ZONING	GROSS AREA (AC.)
1B	SF-D	23.78 AC.
9	SF-D	17.42 AC.
10	SF-D PAD OVERLAY	8.47 AC.
11	SF-D	80.90 AC.
12	SF-D	26.88 AC.
15	SF-D	79.32 AC.
17	SF-D PAD OVERLAY	104.23 AC.
	SF-D	341.00 AC.

2	MF/M	9.91 AC.
3	MF/M	24.89 AC.
4	MF/M	25.15 AC.
5	MF/M	25.08 AC.
6	MF/M	10.00 AC.
13	MF/M	7.82 AC.
14	MF/M	10.00 AC.
	MF/M	112.85 AC.

1A	MF/L	5.86 AC.
7	GO	5.83 AC.
8	SC	20.37 AC.
17A	NC	2.04 AC.
16	PF/I	12.86 AC.
18	PF/I	30.31 AC.
19	PF/I	10.82 AC.
	PF/I	53.99 AC.

TOTAL: 541.94 AC.

NOTES

- THIS PLAN IS NOT A CONSTRUCTION DOCUMENT.
- PARCEL AREAS ARE APPROXIMATE. FINAL PARCEL AREAS SHALL BE PER DEVELOPMENT APPLICATION PLANS FOR EACH PARCEL.
- THIS PROJECT SHALL BE DEVELOPED IN CONFORMANCE WITH THE TOWN'S ZONING REQUIREMENTS FOR THE MULTI-FAMILY/MEDIUM (MF/M), MULTI-FAMILY/LOW (MF/L), SINGLE FAMILY - DETACHED (SF-D), GENERAL OFFICE (GO) AND SHOPPING CENTER (SC) ZONING DISTRICTS AND ALL DEVELOPMENT SHALL COMPLY WITH THE TOWN OF GILBERT LAND DEVELOPMENT CODE EXCEPT AS MODIFIED BY THIS ADOPTED ORDINANCE.

LEGEND

- ZONING BOUNDARY
- PARCEL BOUNDARY
- PARCEL BOUNDARY CHANGE

TOWN OF GILBERT CASE NO.

Case #  
Planning Commission Meeting:  
Town Council Meeting:



Project: COOLEY STATION RES., O., & SC & RES. 2 PADs  
Gilbert, Arizona

ZONING EXHIBIT

Revisions:
March 2013 - Pre-Application Zoning Submittal
April 2014 - Zoning 1st Submittal
May 2014 - Zoning 2nd Submittal



Designer: STAFF  
Drawn by: STAFF

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
13-262

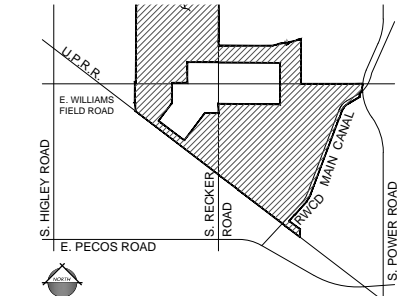
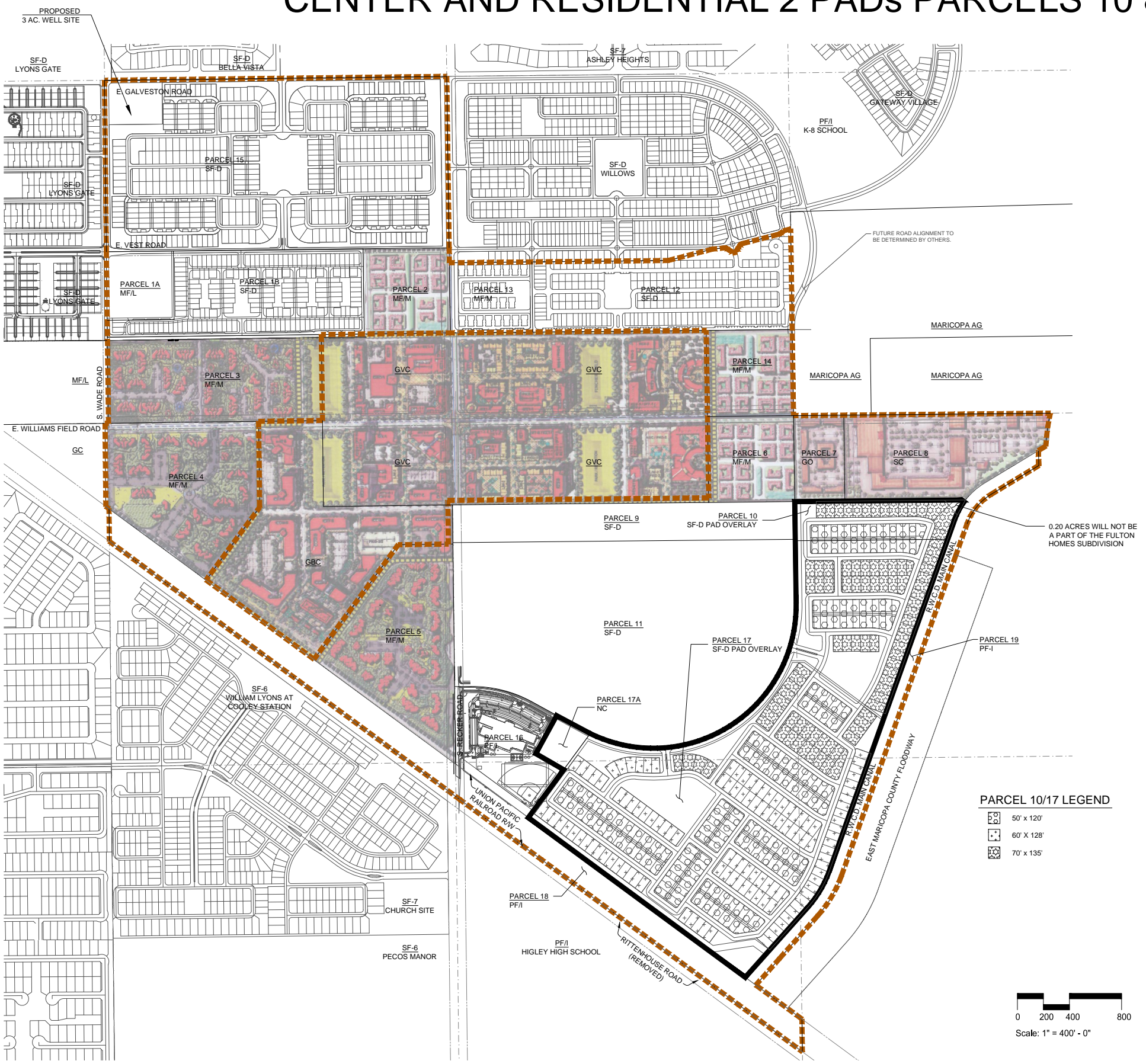
ZONING

Sheet No.  
1  
of 6



DEVELOPMENT PLAN  
FOR  
COOLEY STATION RESIDENTIAL, OFFICE AND SHOPPING  
CENTER AND RESIDENTIAL 2 PADs PARCELS 10 & 17

GP14-06 and Z14-11 Parcel 10 & 17  
at Cooley Station  
Attachment 5: Development Plan



**PROJECT TEAM**

**LANDOWNER:**  
POCO RANCH, INC.  
17407 E. RAY ROAD  
HIGLEY, AZ 85236  
TEL: (480)-988-3059  
CONTACT: JEFF COOLEY

**DEVELOPER (PARCELS 10 & 17):**  
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TEMPE, AZ 85284  
TEL: (480)-753-6789  
FAX: (480)-753-5554  
CONTACT: NORM NICHOLLS

**CONSULTANT:**  
EPS GROUP, INC.  
2045 S. VINEYARD, SUITE 101  
MESA, AZ 85210  
TEL: (480)-503-2250  
FAX: (480)-503-2258  
CONTACT: JOSH HANNON

**LAND USE ATTORNEY:**  
BURCH, INC.  
702 E. OSBORN ROAD, SUITE 200  
PHOENIX, AZ 85014  
TEL: (602)-234-8794  
FAX: (602)-850-9794  
CONTACT: BRENNAN RAY

**PROJECT DATA**

RELATED ORDINANCE NOS. ORD. NOS. 1900, 2179, 2195, 2304 AS AMENDED BY ORD NO. 2413 541.94

TOTAL GROSS AREA:

PARCEL	ZONING	GROSS AREA (AC.)
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15	SF-D	79.32 AC.
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6	MF/M	10.00 AC.
13	MF/M	7.82 AC.
14	MF/M	10.00 AC.
	MF/M	112.85 AC.
1A	MF/L	5.86 AC.
7	GO	5.83 AC.
8	SC	20.37 AC.
17A	NC	2.04 AC.
16	PF/I	12.86 AC.
18	PF/I	30.31 AC.
19	PF/I	10.82 AC.
	PF/I	53.99 AC.
TOTAL:		541.94 AC.

**NOTES**

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**LEGEND**

--- ZONING BOUNDARY

--- PARCEL BOUNDARY CHANGE

TOWN OF GILBERT CASE NO. \_\_\_\_\_

Case # \_\_\_\_\_

Planning Commission Meeting: \_\_\_\_\_

Town Council Meeting: \_\_\_\_\_

**eps grou**  
Engineers, Planners  
2045 S. Vineyard, Ste  
Phone (480) 503-1250

**COOLEY STATION RES., O., & SC & RES. 2 PADs**  
Gilbert, Arizona

**DEVELOPMENT PLAN**

Project: \_\_\_\_\_

Revisions: \_\_\_\_\_

March 2013 - Pre-Application Zoning Submittal  
April 2014 - Zoning 1st Submittal  
May 2014 - Zoning 2nd Submittal

Call at least two full working days before you begin recording.

DESIGNER: STAFF  
DRAWN BY: STAFF

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
**13-262**

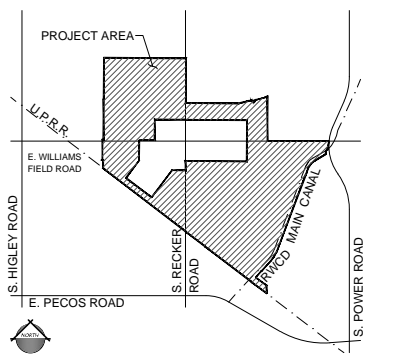
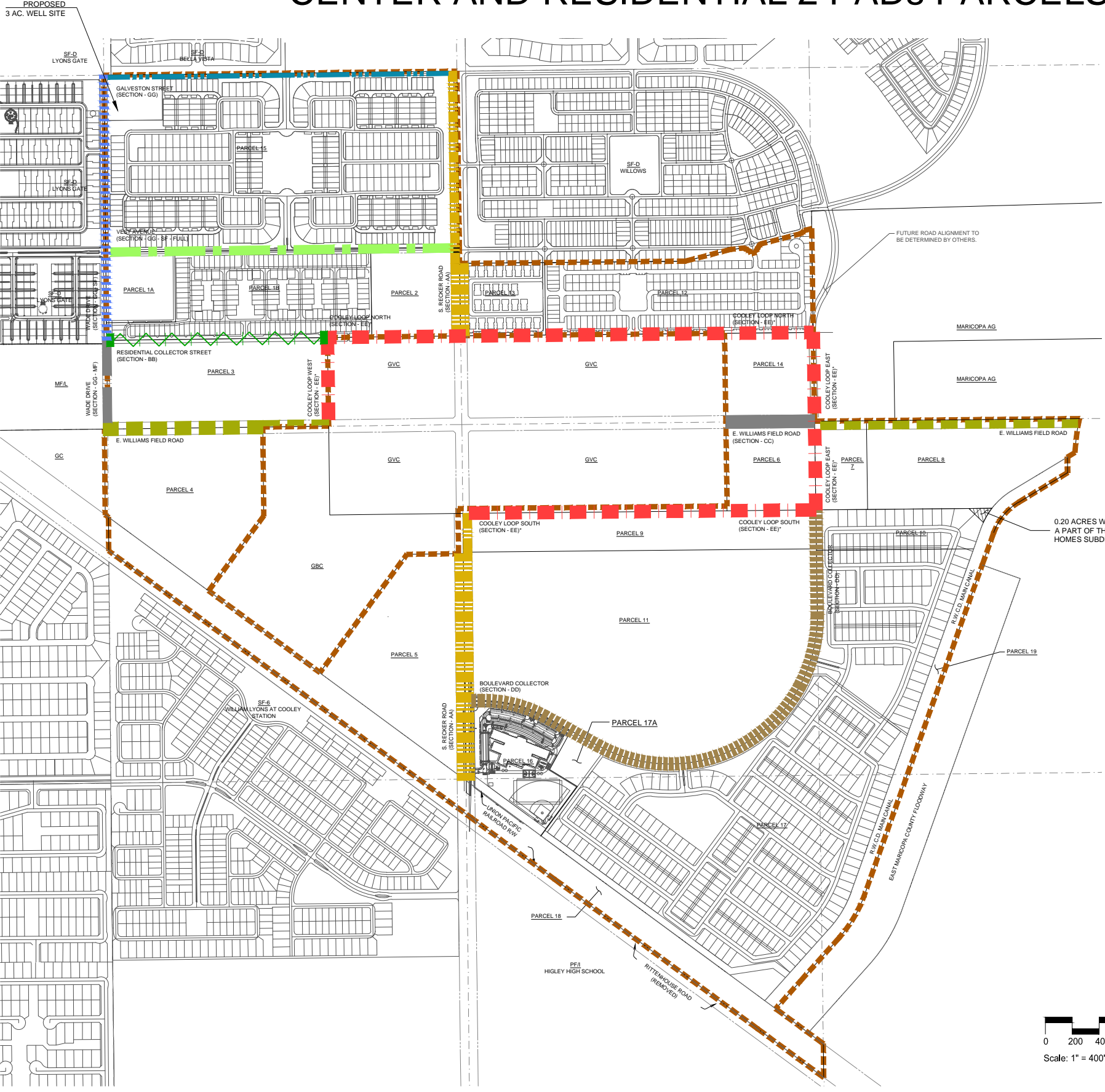
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Sheet No.  
**2 of 6**

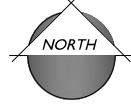
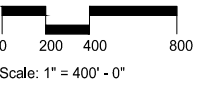


STREET SECTION KEYSHEET FOR COOLEY STATION RESIDENTIAL, OFFICE AND SHOPPING CENTER AND RESIDENTIAL 2 PADs PARCELS 10 & 17

GP14-06 and Z14-11 Parcel 10 & 17 at Cooley Station  
Attachment 6: Street Section Keysheet for Cooley Station



- LEGEND
- WILLIAMS FIELD ROAD - MAJOR ARTERIAL SEE FIGURE 2 OF THE GATEWAY AREA ROW IMPROVEMENT STANDARDS AND STREETSCAPE DESIGN GUIDELINES
  - SECTION AA RECKER ROAD
  - SECTION BB RESIDENTIAL COLLECTOR STREET - SECTION B
  - SECTION CC WILLIAMS FIELD ROAD MINOR ARTERIAL STREETS
  - SECTION DD BOULEVARD COLLECTOR STREET WITH MEDIAN
  - SECTION EE COOLEY LOOP
  - SECTION GG RESIDENTIAL COLLECTOR STREET
  - SECTION GG - MF RESIDENTIAL COLLECTOR STREET
  - SECTION GG - SF RESIDENTIAL COLLECTOR STREET
  - SECTION GG - SF - FULL RESIDENTIAL COLLECTOR STREET
  - ZONING BOUNDARY



TOWN OF GILBERT CASE NO. \_\_\_\_\_  
Case # \_\_\_\_\_  
Planning Commission Meeting: \_\_\_\_\_  
Town Council Meeting: \_\_\_\_\_

13-262

eps group,  
Engineers, Planners & S.  
2045 S. Vireo Road, Ste. 101, M  
Phoenix, AZ 85025  
(602) 997-2250

Project: COOLEY STATION RES., O., & SC & RES. 2 PADs  
Gilbert, Arizona

STREET SECTION KEYSHEET

Revisions:

Revision	Description
1	March 2013 - Pre-Application Zoning Submittal
2	April 2014 - Zoning 1st Submittal
3	May 2014 - Zoning 2nd Submittal

Call at least two full working days before meeting.

**APPROVED**

Design: STAFF  
Drawn by: STAFF

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
**13-262**  
KEYSHEET  
Sheet No.  
**3 of 6**

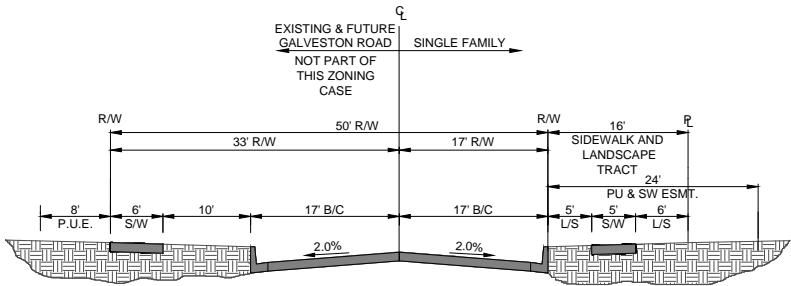


GP14-06 and Z14-11 Parcel 10 & 17 at Cooley Station

Attachment 7: Street Section for Cooley Station

STREET SECTION FOR

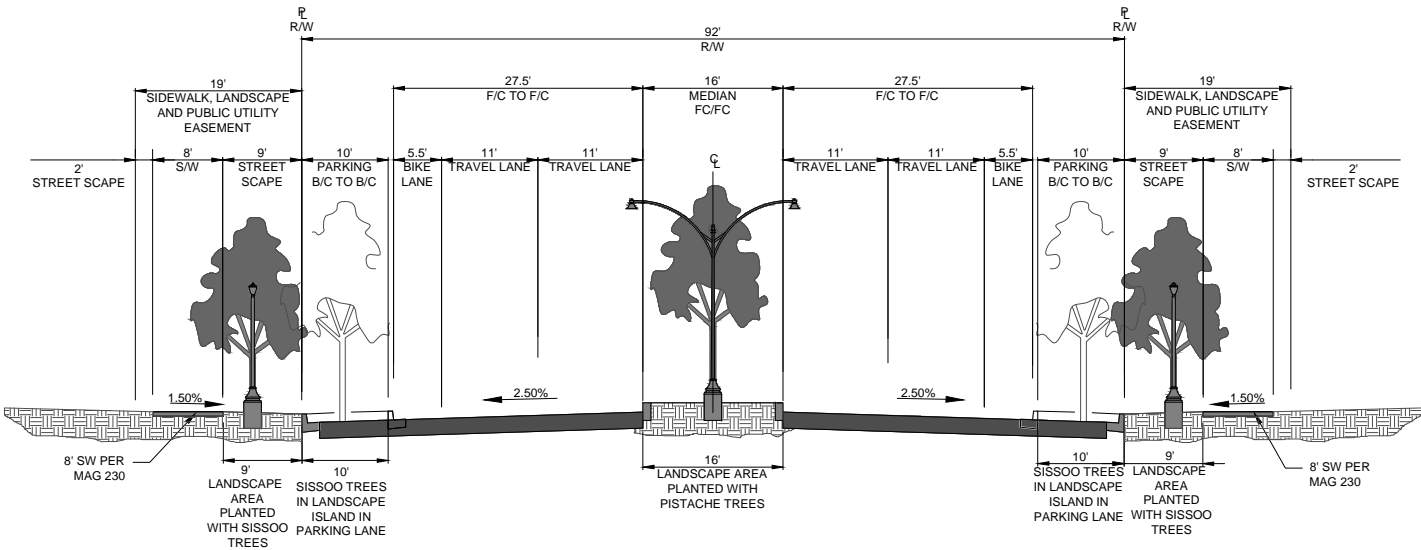
COOLEY STATION RESIDENTIAL, OF CENTER AND RESIDENTIAL 2 PADs PARCELS 10 & 17



SECTION GG - RESIDENTIAL COLLECTOR STREET - GALVESTON STREET

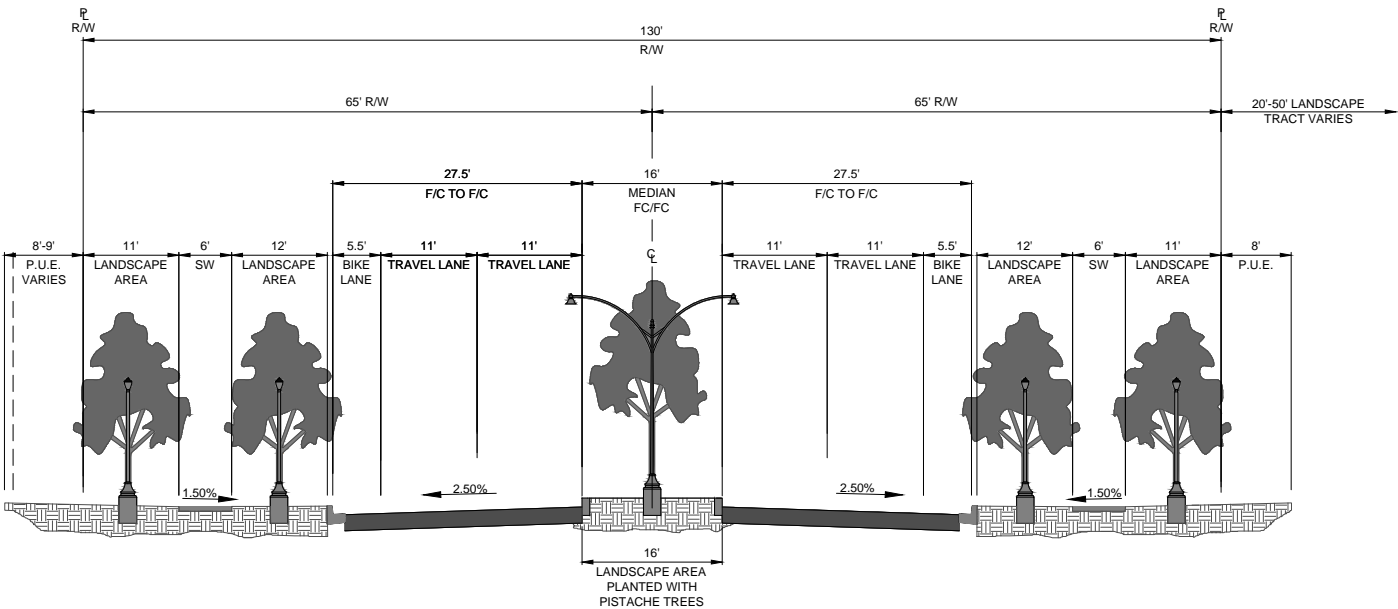
N.T.S.  
\* NO PARKING BOTH SIDES OF STREET SIGNED PER TOG DETAIL 63.  
NOTE: SETBACKS SHALL BE MEASURED FROM PROPERTY LINE (P/L). NO BUILDING OR STRUCTURE SHALL ENCROACH INTO AN EASEMENT OR TRACT.

LOOKING EAST



SECTION CC - WILLIAMS FIELD ROAD - MINOR ARTERIAL STREET

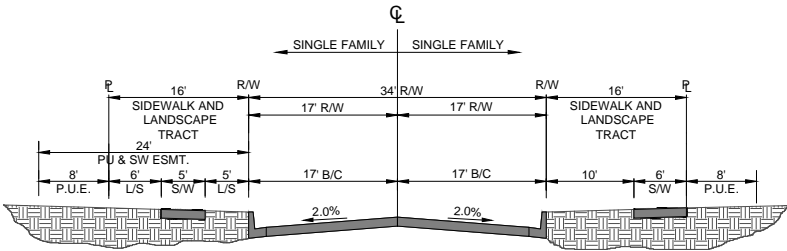
N.T.S.  
(MULTI-FAMILY AND RESIDENTIAL ZONED FRONTAGE WITHIN COOLEY LOOP)  
NOTE: SETBACKS SHALL BE MEASURED FROM PROPERTY LINE (P/L). NO BUILDING OR STRUCTURE SHALL ENCROACH INTO AN EASEMENT OR TRACT.



SECTION AA - RECKER ROAD - MINOR ARTERIAL STREET CROSS-SECTION (IMPROVEMENTS PER TOG C.I.P. PROJECT ST-095)

N.T.S.  
NOTE: SETBACKS SHALL BE MEASURED FROM PROPERTY LINE (P/L). NO BUILDING OR STRUCTURE SHALL ENCROACH INTO AN EASEMENT OR TRACT.

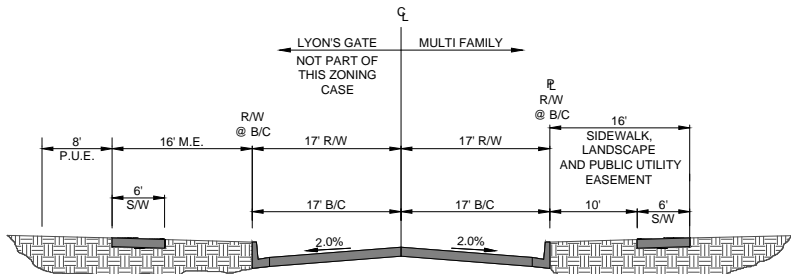
LOOKING NORTH



SECTION GG - SF - FULL - COLLECTOR STREET SINGLE FAMILY FULL - VEST AVE

N.T.S.  
\* NO PARKING BOTH SIDES OF STREET SIGNED PER TOG DETAIL 63.  
NOTE: SETBACKS SHALL BE MEASURED FROM PROPERTY LINE (P/L). NO BUILDING OR STRUCTURE SHALL ENCROACH INTO AN EASEMENT OR TRACT.

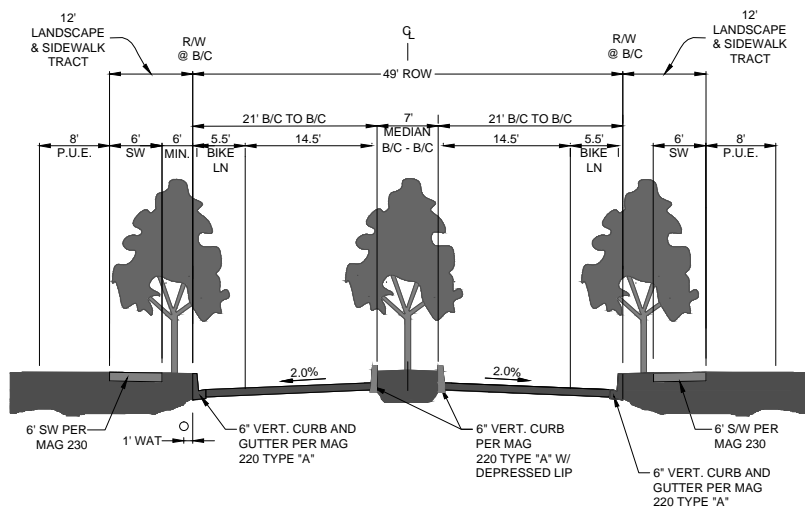
LOOKING EAST



SECTION GG - MF - COLLECTOR STREET MULTI-FAMILY - WADE DRIVE

N.T.S.  
\* NO PARKING BOTH SIDES OF STREET SIGNED PER TOG DETAIL 63.  
NOTE: SETBACKS SHALL BE MEASURED FROM PROPERTY LINE (P/L). NO BUILDING OR STRUCTURE SHALL ENCROACH INTO AN EASEMENT OR TRACT.

LOOKING NORTH



SECTION DD - BOULEVARD COLLECTOR STREET WITH MEDIAN - SUMMERTON STREET

N.T.S.  
\* NO PARKING BOTH SIDES OF STREET SIGNED PER TOG DETAIL 63.  
NOTE: MEDIAN TREES SHALL BE MAINTAINED TO PROVIDE A 15' VERTICAL CLEARANCE BETWEEN THE CANOPY AND THE ROADWAY PER TOG FIRE DET.

LOOKING EAST

TOWN OF GILBERT CASE NO.

Case #  
Planning Commission Meeting:  
Town Council Meeting:



Project: COOLEY STATION RES., O., & SC & RES. 2 PADs  
Gilbert, Arizona  
STREET SECTIONS

Revisions:
March 2013 - Pre-Application Zoning Submittal
April 2014 - Zoning 1st Submittal
May 2014 - Zoning 2nd Submittal

Call us at least two full working days before the meeting.  
ALUNA 811  
811-411-1 or 1-800-874-8111 (TOD 24/7)  
In Maricopa County (602)253-1188  
Designer: STAFF  
Drawn by: STAFF

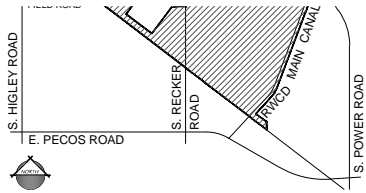
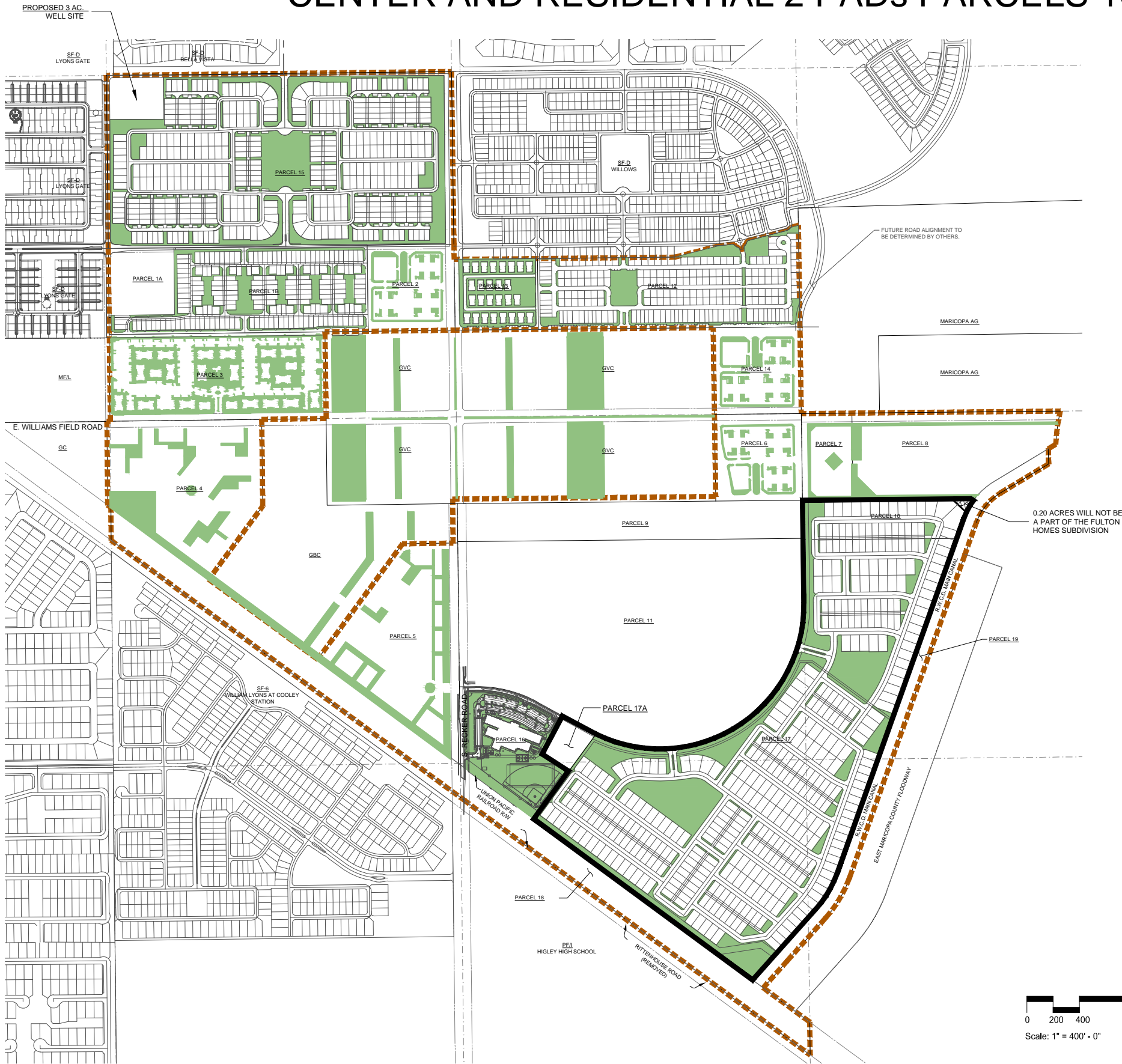
Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
13-262  
SECTIONS  
Sheet No.  
4  
of 6

Case # \_\_\_\_\_  
Planning Commission Meeting: \_\_\_\_\_  
Town Council Meeting: \_\_\_\_\_

OPEN SPACE & CIRCULATION PLAN  
FOR  
COOLEY STATION RESIDENTIAL, OFFICE AND SHC  
CENTER AND RESIDENTIAL 2 PADs PARCELS 10

GP14-06 and Z14-11 Parcel 10 & 17 at Cooley  
Station  
Attachment 8: Open Space and Circulation  
Plan for Cooley Station



PROJECT TEAM

LANDOWNERS:  
POCO RANCH, INC.  
17407 E. RAY ROAD  
HIGLEY, AZ 85236  
TEL: (480)-988-3059  
CONTACT: JEFF COOLEY

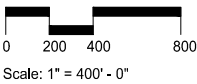
DEVELOPER (PARCELS 10 & 17):  
FULTON HOMES  
9140 S. KYRENE ROAD, SUITE 202  
TEMPE, AZ 85284  
TEL: (480)-753-6789  
FAX: (480)-753-5554  
CONTACT: NORM NICHOLLS

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LAND USE ATTORNEY:  
BURCH & CRACCHIOLO  
702 E. OSBORN ROAD, SUITE 200  
PHOENIX, AZ 85014  
TEL: (602)-234-8794  
FAX: (602)-850-9794  
CONTACT: BRENNAN RAY

LEGEND

- ZONING BOUNDARY
- PARCEL BOUNDARY CHANGE
- CONCEPTUAL OPEN SPACE



TOWN OF GILBERT CASE NO. \_\_\_\_\_

Case # \_\_\_\_\_  
Planning Commission Meeting: \_\_\_\_\_  
Town Council Meeting: \_\_\_\_\_

Project: **COOLEY STATION RES., O., & SC & RES. 2 PADs**  
Gilbert, Arizona

**OPEN SPACE AND CIRCULATION PLAN**

Revisions:

March 2013 - Pre-Application Zoning Submittal
April 2014 - Zoning 1st Submittal
May 2014 - Zoning 2nd Submittal

Call or text at least two full working days before meeting.

**ALTA**  
Surveyors  
800-451-4841 or 1-800-848-4841 (Toll Free)  
in Maricopa County (602)253-1188

Designer: **STAFF**  
Drawn by: **STAFF**

Preliminary  
Not For  
Construction  
Or  
Recording

Job No.  
**13-262**

**OPEN SPACE**

Sheet No.  
**6 of 6**

**GP14-06 and Z14-11 Parcel 10 & 17 at  
Cooley Station  
Attachment 9: Planning Commission  
Study Session 5/7/2014**

**TOWN OF GILBERT  
PLANNING COMMISSION STUDY SESSION  
GILBERT MUNICIPAL CENTER, 50 E. CIVIC CENTER DRIVE GILBERT ARIZONA  
MAY 7, 2014**

**COMMISSION PRESENT:**

**Chairman Jennifer Wittmann  
Vice Chairman Joshua Oehler  
Commissioner Brigitte Peterson  
Commissioner David Blaser  
Commissioner Carl Bloomfield  
Commissioner Kristofer Sippel  
Commissioner David Cavenue  
Alternate Commissioner Khyll Powell**

**COMMISSION ABSENT:**

**None**

**STAFF PRESENT:**

**Planning Services Manager Linda Edwards  
Principal Planner Catherine Lorbeer  
Senior Planner Maria Cadavid  
Planner Amy Temes  
Planner Curtis Neal  
Planner Nathan Williams**

**ALSO PRESENT:**

**Town Attorney Michael Hamblin  
Town Attorney Jack Vincent  
Recorder Margo Fry**

**CALL TO ORDER:**

Chairman Jennifer Wittmann called the meeting to order at 5:30 p.m.

**GP14-06 - Parcels 10 & 17 of Cooley Station: Request for Minor General Plan Amendment to change the land use classifications of approximately 115 acres of real property generally located at the southeast of the southeast corner of Recker and Williams Field Roads from 8.47 acres of Residential >8-14 Du/Acres, and 106.27 acres of Residential > 5-8 Du/Acre land use classifications to 112.74 acres of Residential 3.5 - 5 DU/Acre land use classification and 2.04 acres of Neighborhood Commercial (NC);**

**Z14-11 - Parcels 10 & 17 of Cooley Station: Request to amend Ordinance[s] No.1900, 2179, 2195, 2304, 2413, 2425, 2443, 2473 and 2485 and rezone approximately 115 acres of real property within the Cooley Station Planned Area Development (PAD) and generally located Recker and Williams Field Roads from approximately 115 acres of Single Family - Detached (SF-D) within a Planned Area Development overlay zoning district to approximately 112.7 acres of Single Family - Detached (SF-D) and 2.04 acres of Neighborhood Commercial (NC) zoning districts.**

**S14-05 - Parcels 10 & 17 Of Cooley Station: Request To Approve The Preliminary Plat For Parcels 10 & 17 Of Cooley Station, A 416 Lot Single Family Home Subdivision On Approximately 112.7**

**Planning Commission  
Study Session 5-7-14**



**Acres Of Real Property Located Southeast Of The Southeast Corner Of Recker And Williams Field Roads Zoned Pending Approval Single Family – Detached (Sf-D) Zoning District With A Planned Area Development (Pad) Overlay.**

Planner Amy Temes stated that this was a request in Cooley Station asking for the General Plan Amendment to change approximately 8 ½ acres from 8 – 14 dwelling units per acre and approximately 106 acres from 5 – 8 dwelling units per acre to 112 acres of 3.5 – 5 dwelling units per acre and 2 acres of Neighborhood Commercial (NC). The zoning will change to SF – D with modifications. An aerial map was displayed and the location of the previously approved charter school was pointed out. The site goes up the collector road that leads to the Cooley village core and connects into the loop area. The General Plan map was displayed and the subject two acres was pointed out at the far west side of the property that is requesting Neighborhood Commercial with the rest being Residential 3.5 – 5. This is primarily for the majority of the acreage, one step down in General Plan land use category. In terms of the zoning, it is still SF – D and NC.

Chairman Wittmann said that it does not look as though the plat was advertised on the agenda but it is in the packet.

Planner Temes said that a version of the plat was also the development plan so the lot layout is identical. It is a zoning exhibit.

Planning manager Edwards asked staff to refer to the exhibit as a development plan so that it would not confuse others.

Planner Temes indicated the development plan and noted that the discussion that they had with the applicant was that this was Cooley Station and the guidelines that were provided for Cooley Station are neotraditional in their design guidelines. Neotraditional from a single family lot residential neighborhood standpoint has a combination of lot sizes and products with a lot of open space and a lot of amenity gathering places for the neighbors. There are not a lot of garages up and down the street. You see porches, patios and other types of entry features but not wall after wall of garage doors. It is laid out so that no matter what street you go down, the garages are on only one side of the street. There are alley loaded products, front loaded products, side on garages with parking on the street and garages that access one side of the street. When the product is alley loaded you actually still have a driveway and the driveway is off the alley. There is still a place to park the car in the driveway but it happens to be off the alley and not off of the primary street. This type of product has not been seen before in Gilbert and it is very exciting to have a true neotraditional neighborhood come forward. It is within walking distance to a school and to the village core. The developer wanted Cooley station to be a true mix of zoning categories and a cradle to grave community so that as you progress through life, whatever you desire at different stages in life, that product is available in Cooley Station. Planner Temes referred to the following graph on page 5 of the staff report:

Site Development	<b>LDC SF - D</b>	<b>Proposed SF – D PAD</b>		
Minimum Lot Size	3,000	<b>6,000</b>	<b>7,680</b>	<b>9,450</b>
Minimum Lot Dimensions	N/A	<b>50 ft x 120 ft</b>	<b>60' x 128'</b>	<b>70' x 135'</b>
Min Front Yard Setback	10 ft	10 ft	<b>12 ft</b>	<b>15 ft</b>
Minimum Side Yard Setback	0 ft or 5 ft	<b>5' and 5'</b>	<b>5' and 10'</b>	<b>5' and 10'</b>
Minimum Rear Yard Setback	10 ft	<b>5 ft</b>	<b>20 ft</b>	<b>25 ft</b>
Maximum Height	36 ft / 3 story	<b>30 ft / 2 story</b>	<b>30 ft / 2 story</b>	<b>30 ft / 2 story</b>
Maximum Lot Coverage	60% - 1 story	60% - 1 story	60% - 1 story	60% - 1 story
	50% - 2 story	50% - 2 story	50% - 2 story	50% - 2 story

The developer is not looking to close up the open space and it still allows for accessory structures to be built in the rear yards. Regarding the Neighborhood Commercial parcel, at this point in time the school would like to purchase that NC parcel. Schools are not allowed within SF – D zoning and so that is one of the reasons that the school came forward previously to rezone the rest of this parcel to Public Facility

institutional (PF/I). Because the school has not actually purchased the property yet, the Cooley's, who own the land, were concerned about zoning PF/I because that can be very limiting to them if they end up having to sell to someone else. Neighborhood Commercial is a category for commercial use that is designed to interact with neighborhoods. It has a limit of one stories, it has setbacks that would buffer residential and is supposed to be uses that are complementary to neighborhoods. Some of the uses that would be allowed would be; animal grooming, food preparation, funeral and undertaking, government offices, healthcare, general offices, personal services, churches, public facilities, entertainment/recreation small-scale, eating and drinking with a use permit. Some other uses are retail uses with a use permit, seasonal sales, teen nightclubs with a use permit, and car washes with a use permit. Uses that could be questionable for neighborhood with noise and lights etc. would be things that would require a use permit. The setbacks for neighborhood commercial is 20' front, 15' side to residential, 15' side to nonresidential and 15' rear to residential. The NC property is wrapped on two sides by the school with one side facing the collector road and another to an open space. There are setbacks and buffer that would occur and it is limited to one story in height. In some ways the use that would go in there would be limited by their use and need for visibility.

Commissioner Cavenee asked if the neotraditional style product, with some homes being frontloaded and others back loaded, was prompting any request for a narrowing of the street width from the standard.

Planner Temes responded that Cooley Station has a streetscape and cross-sections that are approved as part of it and they are meeting the cross-sections as approved. Alleys within Cooley station are a minimum of 26 feet which is expanded from what alleys have been in the past, in Gilbert, so those cross-sections are already in place in the ordinance and staff is not asking to amend them in any way.

Commissioner Cavenee said that staff had mentioned that they are able to maintain, with the front yard setbacks, the 18' driveway length and he was having a difficult time understanding how that is accomplished when looking at the cross-section. On section GG, the 1<sup>st</sup> detail, from the property line they only have 6 feet to the sidewalk and if there is a 10 foot setback they are only getting 16 feet, not 18 feet.

Planner Temes said that the 18 foot is actually measured to the back of sidewalk so they would be able to take advantage of the 6 foot landscape as part of the measurement of the driveway.

Commissioner Cavenee said that some of the front yard setbacks are only 10 feet.

Planner Temes said that staff would clarify in the ordinance that that is to livable, not to garage face.

Commissioner Cavenee said that in those cases the minimum would be 12 feet.

Planner Temes said that she wanted to correct herself, and that it is a 20 foot minimum to the edge of sidewalk to garage face.

Vice Chairman Oehler said that his question was more aimed at the commercial niche. He noted that previous discussions with the school resulted with them saying they did not want that property. When the school came before the Planning Commission they redesigned it because they did not want that part of the property. Is there a Single Family designation for zoning that the school could have instead of NC or does it have to be moved to a commercial setting?

Planner Temes said that the next available residential category that would allow a school would be SF – 6 which would not be consistent with the SF – D next door. The NC seemed to be the best option.

Vice Chairman Oehler said that would be something that he would review in looking at that portion of the zoning. Maybe there is a better way for them to hash it out and make it work.

Planner Temes said that at this point in time she was not aware of there being a letter of intent but that she would definitely ask the applicant if there is one.

Chairman Wittmann asked if there was a reason why the applicant chose SF – D versus SF – 6 and greater based on the lot sizes that they are providing within the community.

Planner Temes stated that you get the 60% and 50% lot coverage when you have SF – D and she believed that they were going with a little more of a compact design where they could have detached garages, accessory structures and secondary dwelling units which are standard items that you see in a neotraditional neighborhood and having the increased lot coverage will allow for that flexibility as the neighborhood matures. Also because of much of the product being alley loaded they would have had to modify the side and rear setbacks again. Whatever way they would have decided to go, they probably would have ended up with the same modifications.

Chairman Wittmann said that she was thinking more of the reason for the base zoning being SF–D versus SF–6. She said that she could see an SF–D PAD along the entire property. She said that the reason that she thinks of that is because of the code amendments that they have entertained and reviewed recently and how certain changes were made and only permitted in the SF–6 and greater categories and SF–D is excluded. By doing so it may be excluded from some of the other benefits that the SF–6 categories receive. That is the reason that she was questioning why that particular category was chosen over the SF–6.

Planner Temes said that they went with SF – D as they were looking at doing as minor amendments as they could.

Chairman Wittmann said that she was having a little heartburn in regard to the 2 acre commercial piece and she knew that it was on a collector and was not highly visible but it seems as though it may not be the best use for that piece of property. She said she was afraid that they were carving out 2 ½ acres that may never developed. She said that she was concerned about future uses and the compatibility there.

Commissioner Sippel said that he would like to echo what the Vice Chairman and Chairman Wittmann had said as he did remember it coming before them previously and the school not wanting it for some reason. He said that he would like clarification from the applicant on that.

**Z14-13 - Request for review and input to amend Ordinance Nos. 1916 and 2356 and rezone approximately 45 acres of real property within The Reserves at Val Vista Planned Area Development (PAD) and generally located south of the southeast corner of Val Vista Drive and Riggs Road, from approximately 45 acres of Single Family Residential - 35 (SF-35) zoning district with a Planned Area Development overlay zoning district to Single Family Residential - 10 (SF-10) zoning district with a Planned Area Development (PAD) overlay zoning district.**

Planner Nathan Williams stated that the applicant is requesting to rezone the 45 acre subject site to SF-10 PAD for a 90 lot residential subdivision. The site is located within the Santan Character Area and is Residential 1 – 2 dwelling units per acre land use designation. They are still compliant with the land use density. In 2007, the site along with the 32 acre site to the North, was part of a General Plan Amendment and rezone for Reserves at Val Vista and this site was designated SF – 15 PAD and had 65 lots. Planner Williams displayed an exhibit and noted that the 45 acres as well as the 32 acres was originally planned as one development. In 2012 the 45 acres was rezoned again to SF – 35 PAD specifically for a congregate living facility which included assisted living, memory care, hospice, skilled nursing and independent living. There were a total of 47 buildings. Planner Williams stated that this development plan is no longer feasible for the owners and they are requesting to rezone the 45 acres to SF – 10 PAD. The proposed development plan was displayed and it was noted that they are not requesting any deviations from the development standards so all the setbacks are the same. There are two main access points From Val Vista Drive and a 3<sup>rd</sup> access is proposed on the northeast corner of the site which will connect to the secondary 32 acres. The layout and design exhibits were shown and it was noted that there would be a subsequent preliminary plat. One of the benefits of the smaller 90 lots will be more open space and more flexibility and usable space. Approximately 20% open space is proposed

Commissioner Cavenee asked how far apart the two ingress points were off of Val Vista Drive.

Planner Williams said that he did not know the exact distance; however, it was based upon the standard separation requirements. He said that he would get a solid number.

Commissioner Cavenee asked if the other ingress point was being coordinated with the adjacent landowner to tie into.

Planner Williams said that was correct. The other property owner came in for a rezoning as well. They are not ready to come forward to a study session currently but the case is active. The connection is to tie into the 156 Street alignment and will keep circulation open. There is also a RW CD easement along the North property line.

Vice Chairman Oehler asked what the open space differential was between this design and the other one in terms of percentages.

Planner Williams said that the original plan was 14%.

Vice Chairman Oehler said that he preferred the current site. He asked how accessible the open space was behind lot 60 and 61.

Planner Williams said that piece could be accessed along the North.

Vice Chairman Oehler said that what he meant was how usable was the piece. He said that it could be a nice little pocket park for after a jog etc.

#### **Discussion of Regular Meeting Agenda**

No Changes were made.

#### **ADJOURN MEETING**

Study Session Meeting adjourned at 6:10 p.m.

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**Chairman Jennifer Wittmann**

**ATTEST:**

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**Recorder Margo Fry**



**GP14-06 and Z14-11 Parcel 10 & 17 at Cooley Station  
Attachment 10: Letter from the Union Pacific Railroad**

UNION PACIFIC RAILROAD  
1400 Douglas Street, Stop 1580  
Omaha, Nebraska 68179

P 402 544 5761  
F 402 997 3603  
prmcgill@up.com

April 17, 2014

VIA EMAIL ONLY

Burch & Cracchiolo, P.A.  
Attn. Brennan Ray  
702 East Osborn, Suite 200  
Phoenix, Arizona 85014  
[bray@bcattorneys.com](mailto:bray@bcattorneys.com)

Re: Comments to Neighborhood Meeting regarding Fulton Homes Proposed General Plan Amendment and Rezoning near Power Road and Williams Field Road (collectively, the "Project")

Dear Mr. Ray:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project.

UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of Arizona. UP's rail network is vital to the economic health of Arizona and the nation as a whole and its rail service to customers in the Greater Phoenix Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's mainline track. Additionally, there is an at-grade rail crossing over these tracks on nearby Reckner Road. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the Town and the Project developers keep in mind that this is a vital and growing rail corridor and nearby land uses should be compatible with this continuing rail use.



### Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on the nearby at-grade crossing. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the Town, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, UP requests that Fulton Homes and the Town examine any increase in vehicular and pedestrian traffic and the impacts on the nearby at-grade road crossing to see if any additional mitigation measures should be included in the Project.

### Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that Fulton Homes and the Town examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. In particular, the developer should install barrier walls or block fences at least 6 feet tall to prevent individuals from trespassing onto the railroad tracks. "No trespassing" signs, buffers, and setbacks should also be required adjacent to the right-of-way.

### Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around the at-grade crossing may result in additional horn use by UP employees. UP requests that, as a mitigation measure, the developer should disclose to the general public, including new homeowners of the proposed Project, the daytime and nighttime noise levels naturally occurring with UP's long-standing freight rail service, as well as the pre-existing and predictably-occurring vibration. These disclosures should note UP's anticipation that train volume may increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

UP appreciates Fulton Homes and the Town giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety.

Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Kristian Ehrhorn, Senior Manager - Real Estate  
Union Pacific Railroad Company  
1400 Douglas Street - STOP 1690 Omaha, NE 68179  
(402) 544-8567  
[kjehrhorn@up.com](mailto:kjehrhorn@up.com)

Burch & Cracchilo, P.A.  
April 17, 2014

Please do not hesitate to contact Kristian Ehrhorn if you have any questions or concerns.

Sincerely,



Patrick R. McGill  
Senior Counsel – Real Estate  
Union Pacific Railroad Company

cc: Town of Gilbert  
Kristian Ehrhorn